

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

September 25, 2014
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Lampe, Commissioners Bishop, Larrivee, Simas, Tanaka, Zahn

COMMISSIONERS ABSENT: None

STAFF PRESENT: Kevin McDonald, Eric Miller, Michael Ingram, Mark Poch, Kurt Latt, Phil Harris, Andreas Piller, Department of Transportation

OTHERS PRESENT: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:31 p.m. by Chair Lampe who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present.

3. STAFF REPORTS

Capital Programming Manager Eric Miller updated the Commission regarding the preliminary recommendations of the City's Leadership Team CIP panel for the 2015-2021 CIP Update. He noted that the list of challenges with this update includes the fact that revenue growth has not kept pace with rising costs. Balancing cash flow is another challenge, as is maintaining what has already been built. The consideration of long- and short-term debt might help address the cash flow issues and the desire to front load the CIP to get some projects done before certain revenue streams end. The adopted impact fee schedule, which involves a stepped increase approach first adopted in 2009, will not need to be reaffirmed by the Council, unless directed to do so. Parks levy dollars are being leveraged with general CIP dollars. The Council is continuing to discuss whether or not they should seek to raise revenues in various ways. The list of needs is long but it will not be possible to fund them all under the current status quo revenue projections.

Mr. Miller said the general CIP, excluding the utility CIP, totals \$428 million. A big chunk of it will go to paying debt, some of which is existing for transportation projects. Approximately \$170.5 million of the total is earmarked for transportation projects. All of the ongoing programs have been recosted to account for inflation rates.

Commissioner Zahn asked how the annual budget projections fair against what is actually spent on projects. Mr. Miller said historically the number has been in the 70 to 80 percent range, which means dollars have been carried forward year to year. Commissioner Zahn observed that being optimistic about what will be spent on projects can lead to projects not making it onto the list at all.

Mr. Miller reviewed with the Commissioners the list of projects by area of the city and by category. He included transportation projects associated with the East Link light rail project. With regard to Spring Boulevard, also known as NE 15th Street, he noted that the \$20 million proposed will not construct all of Zone 1. It will construct the structure over the East Link line and will connect the new road to 120th Avenue NE on the east end but will not connect to NE 12th Street on the west end. The balance of the project involves improving NE 12th Street, constructing the new intersection and includes necessary right-of-way acquisition. The projected additional cost of \$10 million is not funded in the proposal.

Answering a question asked by Commissioner Bishop, Mr. Miller said the cost of constructing the structure over the East Link line can be expected to double if the structure is not built until after East Link is up and running. Commissioner Bishop cautioned that the proposal could be setting the city up for having a bridge to nowhere given that the structure will have an abutment but will not be initially connected to NE 12th Street.

Commissioner Tanaka commented that the issue of tackling the Zone 1 project now versus later came up during the discussion of the Spring District. It was stated at that time that doing the project sooner rather than later would result in considerable cost savings. He said the argument made sense then and still makes sense.

Mr. Miller noted that the CIP recosting exercise resulted in an increase of about \$20 million for property acquisition associated with the East Link MOU Commitments project.

Only four enhancements are proposed to the citywide transportation CIP, excluding Bel-Red and Wilburton: the major maintenance program includes funding for replacing three signals on 148th Avenue; the minor capital signals and lighting project includes funding to upgrade streetlights with LED fixtures, funded primarily by a Commerce Department grant; the Mountains To Sound Greenway trail which involves grants and local match dollars; and the Newport Way sidewalk project with funds to cover the scoping, community involvement process and preliminary design.

Mr. Miller reviewed with the Commissioners non-transportation CIP projects, as well as projects that fell below the funding line, including the final phase of the SCATS project.

The Council held a second public hearing on the budget on July 7, and a workshop on July 28. Another workshop is slated for October 6. The City Manager will then develop his final budget for submission to the Council on October 27. The final Council public hearing is scheduled for November 17. The Council will then adopt a final budget either on December 1

or December 8. Information gathered from the October 6 workshop, if available, will be shared with the Commission at an October meeting.

Commissioner Simas said he would encourage the Commission to recommend moving the SCATS implementation dollars above the funding line. Initial implementation of the system has proven to be a money saver. The return on investment is quite high and it makes sense to avoid delay.

Commissioner Zahn proposed looking for efficiencies relative to the East Link analysis and development project with an eye on freeing up the half million dollars needed for SCATS implementation. She supported the notion of including the Spring Boulevard Zone 1 project and agreed with the need to build the structure sooner rather than later.

Commissioner Bishop decried the proposal to include \$1.1 million for a new project on a new route that has been on the books for only a relatively few months and to not fund the West Lake Sammamish Parkway project that has been on the books for 20 years. Some funds should be allocated to figuring out what the next phase should be.

Commissioner Zahn noted her appreciation for inclusion of the Newport Way project given that the Commission had heard from a significant number of citizens. While the area has not been in Bellevue for very long, requests for the project were lodged with King County many years ago.

Commissioner Simas noted his support for the project to replace the signals on 148th Avenue. He said it is always better to replace antiquated equipment before it fails and creates a problem.

Chair Lampe said he would forward those recommendations and comments on to the Commission's Council liaison.

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS, BOARDS AND COMMISSIONS – None
5. REPORTS FROM COMMISSIONERS - None
6. PETITIONS AND COMMUNICATIONS

Mr. Glenn Bowman, a resident of the Bridle Trails area of Kirkland, spoke representing Kirkland Greenways, a neighborhood group with members from all around the Eastside, including Bellevue. He registered support for the 116th Avenue NE rechannelization project. The roadway provides a critical connection to downtown Bellevue, the hospitals, and the future East Link station. Both Kirkland and Redmond have been asking Bellevue for many years to bring the project online. The project will improve traffic circulation and safety, and it will improve the pedestrian and bicycling experience along the street. There is really no downside to the project and it was surprising to see opposition to it printed in the *Bellevue Reporter*. He

commented that the 600 feet of merge to the north of NE 12th Street will need to be reduced in order to allow for a connection for bicyclists to the wide sidewalk on NE 12th Street. The most logical approach would be to make the curb lane to the south of NE 12th Street a right turn only lane. The merge as drawn will add car and car as well as bike and car conflicts. It would also be good to create a buffer.

7. APPROVAL OF AGENDA

The agenda was approved by consensus.

8. DISCUSSION/ACTION ITEMS

A. 116th Avenue NE Rechannelization

Traffic Engineering Manager Mark Poch said the project on 116th Avenue NE lies between NE 12th Street and Northup Way and is being contemplated as part of the overlay project for the road in 2015. The pedestrian/bicycle plan for the segment of 116th Avenue NE calls for bike lanes in both directions, but typically the current configuration would only allow for squeezing the bike lanes in by widening the road. Rechannelizing as part of the overlay, however, offers a cost-effective option.

The idea was shared with the Council recently. The idea generated a lot of feedback and some resistance because of capacity concerns for the roadway. Admittedly, the staff did not do a good job of explaining how to do the job without significantly affecting capacity. The Council directed staff to work with the Commission in developing a recommendation for the project.

Senior transportation engineer Kurt Latt explained that the corridor links with Northup Way, which is currently in the design stage and is anticipated to be completed in 2016. It will include bike lanes that will in turn connect with the SR-520 regional trail. On the south end there is the existing 14-foot-wide pedestrian/bicycle path that goes across the freeway on NE 12th Street and connects into the downtown.

Continuing, Mr. Latt said the middle segment of the roadway currently has one southbound through lane, a two way left-turn lane, and two northbound through lanes and a curb-to-curb width of approximately 44 feet. The proposal is to convert one of the northbound through lanes to the five-foot bike lanes on both sides of the street. At the north end there is a separate northbound left-turn lane, a separate right-turn lane, and a single southbound through lane; from a capacity standpoint, that would remain the same. The proposal includes a transitional area under SR-520, and the northbound bike lane would end shy of the overcrossing. On the south end, no change in travel lanes is planned. In the 600 feet north of the intersection with NE 12th Street there would be a merge from two northbound lanes to one to preserve intersection capacity.

Commissioner Larrivee asked how the merge zone will impact the capacity. Mr. Latt said

currently there are quite a few right-turns being made, which works in favor of the proposed design. The curb lane has a lower proportion of through volumes because of the high volume of right-turn movements. The result is fewer vehicles to the north of the intersection. A test run was conducted to see how it would work operationally. Cameras were set up and the merge was simulated.

Commissioner Zahn asked what the downside would be if the right lane were made into a right-turn only lane. Mr. Poch said if the intent was to maintain the current capacity, half the vehicles would need to turn right and half the vehicles would need to go through. Even with the high number of right turns currently, the split is not half and half. The split is closer to half and half during the midday peak, but it never quite evens out. A right-turn only approach will not result in maintaining the current capacity.

Answering a question asked by Commissioner Zahn, Mr. Latt said the signals are quite far apart. To the south it is 900 feet to NE 11th Street. To the west and east it is about 1000 feet to a signal, and going north the next signal is at Northup Way, 3700 feet away. Accordingly, the modeling does not show any influence on the operation of any nearby traffic signals.

Commissioner Simas said it appeared to him that the most dangerous area for bike riders will be after the turn onto 116th Avenue NE, and particularly the first 600 feet. The tradeoffs are between safety in the first 600 feet and congestion in the intersection. Mr. Poch noted that allowing two lanes to merge, a single lane is sufficient to handle the number of cars northbound on 116th Avenue NE past the merge.

Mr. Latt said the roadway is scheduled for repaving during the summer of 2015. Opportunities to make additional improvements are always sought as part of the overlay program. The segment is almost three-quarters of a mile long without any crosswalks. As proposed, the project will improve the linkage between regional facilities and the downtown; reduce the conflict for pedestrians by eliminating the multilane threat that two through lanes presents; and reduce the severity and occurrence of collisions for all modes.

The analysis done to date on intersection level of service, both existing and projected out to 2024, has included modeling the segment with and without the merge lane, with a particular focus on the intersection of 116th Avenue NE and NE 12th Street. The results indicate the proposal will have minimal impact on operations. A real-time field test was done to simulate the lane removal to the north of NE 12th Street. It was run for half a week and the results coincided with the model simulations.

Answering a question asked by Commissioner Zahn, Mr. Latt noted that as currently configured and with the level of service D condition there is some queuing that occurs to the south. Taking the lane away and creating the merge may result in some cars jumping into the inside through lane, impacting the through movement to a small degree. If the right lane were made into a right-turn only lane, signage would be used directing through traffic into the center lane 600 feet or so ahead of the signal.

Commissioner Larrivee asked why the current configuration with two northbound lanes and one southbound lane was created in the first place. Mr. Poch said the roadway was original two lanes in each direction with no center turn lane. The decision to put in a two-way left-turn lane was likely made the last time the roadway was repaved, and the reason for doing that was to reduce the number of accidents that were occurring as a result of cars turning from a through lane. He added that because there is only one lane that feeds 116th Avenue NE southbound where the corridor terminates at Northup Way, only one lane is needed to receive the traffic.

Commissioner Bishop pointed out that the development potential along the segment of 116th Avenue NE in question should be taken into consideration. Mr. Poch said it is given that the model considers the land use forecasting for the area. There is quite a lot of potential for redevelopment on a low-rise scale. At some future time should redevelopment occur and trigger congestion, the roadway could be restriped to eliminate the bike lanes.

Commissioner Larrivee pointed out that if in time the Burlington Northern/Santa Fe corridor becomes a viable bike route, the bike lanes on 116th Avenue NE may not be necessary. That will not be for several years, however, and unless redevelopment along 116th Avenue NE is imminent, the redevelopment potential is not a contributing factor in deciding the fate of the proposed project.

Commissioner Simas pointed out that as 120th Avenue NE and the Spring District gets developed travel patterns in the area will change. That may in fact take some of the strain off of 116th Avenue NE. Mr. Latt said more refinements will be made to the model to see how that factor will play out.

Commissioner Zahn commented that the project involves little more than paint. Should at some point it become obvious the plan was not well thought out, it would not cost much to convert it back or to a different configuration.

Commissioner Bishop said he would like to see data on the number of bikes using the corridor currently. Mr. Latt said the data he has is based on observation and indicates the corridor is in fact a well-traveled bike route. Commissioner Bishop pointed out that the recent Transit Master Plan exercise concluded that there are 1.25 million daily person trips in the city, of which eight percent are by transit, and 0.08 percent are by bicycle. In making transportation planning decisions, the city needs to be very careful making allocations to the different modes of travel in proportion to actual usage. He added that in his professional career he has designed many intersections following which two lanes merge into a single lane; he said his experience has shown that 500 to 600 feet as proposed is adequate to make the transition. Information is needed, however with regard to how the level of service will be impacted to the south of NE 12th Street if the curb lane were converted to right-turn only and running the bike lane all the way down.

Commissioner Larrivee cautioned against using the number of bicycles using a facility that

feedback has indicated is not safe and accordingly is not being used. If number of riders was a considering factor, no bike facilities would get built anywhere. The same argument applies to sidewalks and pedestrians: if one wants to increase the number of pedestrians, one must construct sidewalks. The pedestrian/bicycle plan holds out 116th Avenue NE as a key element for getting bicyclists safely into and out of the downtown.

Commissioner Bishop said he also would like to see the collision data on the roadway segment for the past five years, and data relative to 112th Avenue NE in terms of bikes and collisions.

Senior Transportation Planner Mike Ingram said the next step will be to engage with the public and with stakeholders. The Council specifically wants to hear what the hospitals have any concerns with regard to emergency response times or other issues. Information and notice will be provided to all adjacent businesses and property owners, to interest groups, and to the general public. An open house event is planned to occur immediately preceding the Commission's meeting in December.

Chair Lampe asked if there is any policy restrictions associated with removing a travel lane. Mr. Poch said he did not have an answer to that question. Mr. Latt said that issue is one of several raised by Council that staff is following up on. Mr. Latt then referenced the handout which included the various questions raised by Council.

Commissioner Bishop said he would not want to see any attempt made to create a shared path on one side of the roadway with bikes traveling in both directions. Mr. Latt noted that there is a safety aspect involved with that approach, particularly with cyclists travelling in both directions across driveways. The project as proposed is part of an overlay; to construct a shared pathway on one side of the street would turn the project into a construction project costing considerably more.

B. Comprehensive Plan Update: Transportation Element

Senior planner Phillip Harris reviewed with the Commissioners the amendments proposed to the maps and tables of the Transportation Element of the Comprehensive Plan, beginning with Figure TR.1, Mobility Management Areas. He noted that in January the Commission approved a series of changes to the boundaries of MMAs 10, 11 and 13 that were primarily related to system intersections. He said the proposal is to update Figure TR.1 to reflect those changes, and to update the MMA boundaries to match the southern and eastern portions of the city boundary.

Commissioner Bishop noted that the map includes triangles at intersection locations that point to the MMA to which the intersection belongs. He suggested adding the triangles to the map legend to make that clear. He also observed that as drawn the map does not make clear the fact that the triangle area to the north of MMA 5 and to the west of MMA 6 is actually part of MMA 12.

With regard to Figure TR.2, 2020 Travel Demand Forecasts, Mr. Harris noted that the title needs to be changed to reflect a forecast year of 2035. The boundary changes to MMAs 10, 11 and 13 and the southern and eastern portions of the city boundary need to be reflected as well.

Commissioner Bishop pointed out that the legend refers only to density, not travel demand. Mr. Harris agreed a change was needed.

Mr. Harris noted that Figure TR.3 looks at existing arterials and freeways with street classifications. He said the updates needed are to include the new and planned arterial roadways in the Bel-Red and Wilburton subareas; include new roadway classifications for 120th Avenue NE and 124th Avenue NE; removal of the pedestrian corridor from the map of arterials; and inserting map highlights for the Bel-Red and Wilburton subareas.

Answering a question asked by Commissioner Bishop, Senior Planner Kevin McDonald said the designation of NE 16th Street from 124th Avenue NE to 134th Avenue NE as a collector distributor was adopted through the Bel-Red subarea planning process. He explained that Figure TR.3 had not previously been updated to reflect the changes to the Bel-Red subarea plan. As part of the Comprehensive Plan update process, the Council will weigh in on whether or not the roadway should be designated a collector arterial as proposed. Commissioner Bishop said he would like some information about why the roadway to the east of 124th Avenue NE should not be labeled a minor arterial instead. Most collector arterials are residential streets.

Commissioner Zahn pointed out that the growth management boundary was drawn in on the map but there is no legend for it.

Mr. Harris commented that Figure TR.4, Long-Range Transportation Facility Improvements, is updated every two years. Given that the Transportation Element is updated every ten years, the map becomes obsolete in a short period of time. The proposal is to remove the map from the element and include a link to the most current version of the map. Mr. McDonald added that the Department of Planning and Community Development is working on formatting options to ensure that even those without online access will be able to obtain the most up to date versions of all documents and maps.

Mr. Harris said the major change with regard to TR.5, the Existing Transit Facilities map, is to make the map clearer by showing public transit facilities only, and adding the new direct access ramp to SR-520 at 108th Avenue NE/112th Avenue NE. The privately operated park and ride lots, such as church parking lots, are subject to change by the property owner. Accordingly, they will not be included on the map.

Commissioner Larrivee agreed not to include the private park and ride lots on the map. He pointed out, however, that King County Metro keeps an updated list of all park and ride lots, including the private ones, and it might make sense to include a reference and/or link to that resource.

Answering a question asked by Commissioner Zahn, Mr. Harris agreed the references on the map relative to the Overlake park and ride could be cleaned up. He allowed that it is marked both as a park and ride and a transit center and the symbols are overlapped.

Mr. Harris said Figure TR.6, Transit Passenger Volumes, is out of date given the recent work done on the Transit Master Plan. The master plan does not lay out passenger volumes in the same sense that TR.6 does. The proposal is to remove the diagram from the element and to include instead a link to the actual Transit Master Plan. Additionally, the Transit Priority Corridor Designations in Figure TR.7 are no longer used in the Transit Master Plan, and are to be eliminated, along with the 10-Year Transit Vision, Figure TR.8, in favor of a link to the Transit Master Plan.

The Planned Frequent Transit Network diagram has as its source the Transit Master Plan. It shows transit routes with 15-minute headways throughout the day. It represents the best case scenario for transit based on the 2030 growing resource option.

Commissioner Zahn proposed adding to the legend a reference to the fact that the graphic is based on the 2030 growing resource scenario.

Mr. McDonald reminded the Commissioners that the Frequent Transit Network operates on the transit priority corridor streets that are identified in the Downtown Transportation Plan. The Downtown Transportation Plan will be housed in the Comprehensive Plan as part of the Downtown subarea plan because it is specific to the downtown.

Mr. Harris said the proposal is to remove Figure TR.10, Sound Transit, and to include a link reference to Sound Transit for the most current long-range plan.

Both Figure TR.11 and TR.12 are based on the 2009 pedestrian/bicycle plan. The process of updating the pedestrian/bicycle plan is about to kick off and when it is completed the existing diagrams will be outdated. Mr. Harris said the best option will be to include a link to the current version of the plan, though until the update work is completed the 2009 plan will continue to be the most current.

Commissioner Larrivee observed that trails are included on the map along with sidewalks and he asked if it would be too confusing to color the two differently to add clarity. Mr. Harris said he would look into that. He noted the bicycle network graphic also does not make clear bike lanes from off-street facilities.

Commissioner Tanaka asked if the graphic shows what is existing or what is intended to be on the ground by the horizon year. Mr. Harris said it reflects the vision that is outlined in the pedestrian/bicycle plan. Commissioner Tanaka said it would make sense to make that clear.

There was discussion about use of the term "primary" and exactly what was meant by it.

Commissioner Zahn suggested the reference to "other" could be interpreted as being less safe. She suggested the terms used to be in alignment with the pedestrian/bicycle plan in which "primary" refers to corridor routes. Commissioner Tanaka pointed out that primary corridors are identified only for bicycles, not for pedestrians, in the plan. Chair Lampe stated that over the next year and a half the Commission will have ample opportunity to make decisions of that sort as the work to update the pedestrian/bicycle plan moves forward.

Referring to Figure TR.12, Bicycle Network, Commissioner Bishop observed that the Burlington Northern/Santa Fe, the Mountains to Sound Greenway, and the SR-520 corridors are all shown in the same color as 164th Avenue SE, SE 16th Street and 140th Avenue NE even though the facilities are entirely different; all are identified as "primary."

Commissioner Larrivee said some definition for "primary" and "other" would be helpful.

Mr. Harris explained that the update regarding Figure TR.13, Highways of Statewide Significance, includes the addition of traffic counts for various locations along I-90, I-405, and SR-520. He noted that the specific information will come from the Washington State Department of Transportation.

Commissioner Zahn asked if the map is necessary at all given that about as soon as it is published it is out of date. Mr. Harris allowed that the most recent data is from 2012 and it is updated every two years. He agreed that a dynamic link to the data from the state might be a better way to go.

Commissioner Bishop observed that the map provides some valuable data, such as the volumes on I-90 to the east of I-405 are larger than the volumes on I-90 to the west of I-405. The same is true for SR-520. Commissioner Larrivee added that the issue is not that the data is without value, rather than it will become outdated quickly. Including a link to the most current data makes the most sense. Commissioner Bishop said the problem is that the data from the state is not available in a single location; the map is a far better way to reflect the data.

Mr. Harris said the Truck Routes map is not a part of the current Transportation Element and the proposal is to add it to the update. The Growth Management Act requires an inventory of various transportation systems, including freight, and that is why the map will be included.

Commissioner Tanaka asked what constitutes a truck route. Mr. Harris said the ability to serve businesses and connect directly to highways are the primary factors. Mr. McDonald said truck routes are required to be used to guide construction management for projects like East Link and downtown developments. The haul routes for the delivery vehicles can be directed to the truck routes that are embedded in the Comprehensive Plan.

Commissioner Bishop asked why Richards Road and the Lake Hills Connector are not designated truck routes. For one thing the King County transfer station gains access from that route. He asked if the Commission could simply recommend adding those roadways or if

some protocol must be followed. Mr. McDonald said the Comprehensive Plan informs ordinances. If there is a change to the Comprehensive Plan that departs from the current truck route ordinance, the ordinance would need to be changed to reflect the Comprehensive Plan. He said he would investigate whether or not there is a specific reason why Richards Road is not considered a haul route.

Commissioner Zahn suggested that "haul route" is a less-used and possibly misunderstood term. She proposed revising the legend to refer to "truck/haul routes." Additionally, the legend should mark that the double dash marks refer to freeways. As drawn, the map seems to indicate that trucks do not go north beyond 156th Avenue NE trucks to get to the freeway on NE 40th Street. The route should be shown all the way to the point where it connects with the freeway. Mr. McDonald reminded her that that area lies within the city of Redmond. He allowed, however, that using some sort of shading for the full route would provide clarity.

Commissioner Larrivee suggested the Commission would benefit from having some information about how the current truck route system came to be.

Turning to Table TR.1, Area Mobility Targets, Mr. Harris noted that the intent was to replace the single tables in the current Transportation Element with two separate tables showing level of service and commute mode split targets. He said the new table would update the MMA names and numbers consistent with the MMA and Travel Demand Forecast maps, and would update to 2012 the base year for the Commute Mode Split Targets, and to 2035 the target year for the Commute Mode Split Targets.

Commissioner Bishop said it would be useful to include in the table a column identifying how many system intersections are in each MMA. That data is important because the average is based on only the system intersections, not all of the intersections in a given MMA. Additionally, a footnote is needed to explain what congestion allowance means, which is the number of intersections allowed to exceed the standard. For instance, in the downtown MMA there are 13 system intersections and 0.95 is the standard. Nine of those 13 intersections, however, are allowed to violate the standard. Strangely, MMA 1, North Bellevue, has a standard of 0.85; it has three system intersections and a congestion allowance of three, which means all three intersections are allowed to exceed the standard. The same is true of MMA 4, South Bellevue, where there are four system intersections and a congestion allowance of four.

Commissioner Zahn added that "MMA" should be spelled out as Mobility Management Area at least once in the table.

Chair Lampe asked where the Commute Mode Split Targets came from. Mr. Ingram said what is shown is the proportion of all trips that are commute trips. Commute trips are recurring and tend to occur during peak periods. The data is drawn from commute surveys undertaken at large worksites under the Commute Trip Reduction program, which affects about half of all workers in the city, and from the American Community Survey, which is a sample. Because the sample is small, three-year averages are used. The most recent data from the American

Community Survey is 2010 to 2012 and every year new data is collected citywide. There are targets for the different subareas in the city and it was a challenge to develop measures to go along with them. Data from the Commute Trip Reduction surveys was collected along with some additional sampling done at small work sites and by compiling it the big picture emerged. He said he worked closely with the modeling group in developing the numbers. The model looks at motorized trips and does not capture walk trips, bike trips and those who work from home. The American Community Survey does capture those trips. The targets were developed from the non-drive-alone trips in the 2035 BKR model year, with the trip universe expanded to incorporate the trip types not captured by BKR.

Commissioner Bishop suggested the Commission could benefit from having a full study session dedicated to how the Commute Mode Split Targets were developed. He suggested the proposed targets are from the dream world realm and it would be a mistake to include them.

Commissioner Larrivee noted that the table uses the word "target" but as described it sounds more like a forecast. Mr. Ingram said the framework for the table is essentially a forecast. The decision was made to frame it as a target on the understanding that it will take ongoing work on the part of the city to facilitate the necessary infrastructure to get to that point.

With regard to Table TR.2, Commissioner Bishop suggested it would be appropriate to add on to the end of the level of service descriptions the MMAs that relate to the various descriptions. That could be done by adding two columns, one indicating the individual standards and another indicating which standards apply to the various MMAs.

C. Comprehensive Plan Update: Transportation Project Lists Consolidation

D. Comprehensive Plan Update: Transportation Facility Plans Policies

Mr. McDonald explained that the city has a deadline of June 2015 to complete the update of the Comprehensive Plan. As keeper of the Comprehensive Plan, all of the elements must pass through the Planning Commission for review and recommendation to the Council. The Transportation Element is slated to be before the Planning Commission in the latter part of 2014, which allows for taking some additional time to review the issues and the data as part of providing the Planning Commission with a solid recommendation.

A motion to defer agenda items 8C and 8D to the October 23 meeting was made by Commissioner Simas. The motion was seconded by Commissioner Bishop and it carried unanimously.

9. OLD BUSINESS

Commissioner Zahn asked for more information about the private roads issue relative to the development code. Mr. McDonald said he would ferret out that information and report back to the Commission.

Commissioner Zahn said she would also appreciate receiving an update regarding leased lots

and the conditional use process required. Mr. McDonald said he would check to see if any code amendments have been initiated to address the issue.

10. NEW BUSINESS

Chair Lampe informed the Commission that Commissioner Jokinen had resigned his position. Notice has been sent out seeking applicants. Mr. McDonald said an appointment to fill the vacated position could occur by the end of the year.

11. PETITIONS AND COMMUNICATIONS

Mr. Glenn Bowman, a resident of the Bridle Trails area of Kirkland, said he was impressed with the broad perspective of the Commission and how well the group works together to address issues. He suggested that in seeking someone to fill the vacant seat effort should be put into making sure there will be voices representing each primary mode of transportation.

12. APPROVAL OF MINUTES

A. June 12, 2014

A motion to approve the minutes was made by Commissioner Simas. The motion was seconded by Commissioner Larrivee and it carried unanimously.

B. June 26, 2014

A motion to approve the minutes was made by Commissioner Bishop. The motion was seconded by Commissioner Simas and it carried unanimously.

13. REVIEW COMMISSION CALENDAR AND AGENDA

The Commissioners reviewed the calendar and agenda of upcoming items.

14. ADJOURNMENT

Chair Lampe adjourned the meeting at 9:32 p.m.

Secretary to the Transportation Commission

Date

Chairperson of the Transportation Commission

Date